

McLEOD A WITNESS.

Reading's President Questioned About the Coal Trust.

Admits that it was formed to control prices of coal.

Important Evidence Taken To-Day by the Senate Committee.

President A. A. McLeod, of the Reading Railroad, this morning took the New York Senate Committee investigating the coal combine what he knew about the deal between his road and the New Jersey Central and the Lehigh Valley roads to advance the price of coal.

The committee held its session at the Hotel Metropole. These members of the committee were present: Gen. Martin T. McMahon (chairman), George Z. Erwin, E. P. Hagan, F. H. McCarron and Jacob A. Cantor.

Great interest was manifested in the action of the committee today. The New Jersey Legislature, in the closing hour of its session yesterday, passed a bill legalizing the deal in that State.

"Will the committee take cognizance of that action?" was asked of Senator McCarron.

"We will," he replied. "New Jersey has legalized the conspiracy, but that will not affect New York. As far as we have power we will try to undo the wrong."

President McLeod said, in answer to questions, that a contract had been made between the roads named to carry coal. The roads in the combine controlled the greatest part of the coal traffic to New York. Rates of transportation were fixed by consultation.

It was not in his power to advance the price of coal at will. The coal mines reached by the roads were not all controlled by the railroads.

Mr. McLeod further told the committee that the purpose of forming the Trust was to do away with middlemen—to sell directly to the consumer through the local coal yards. The roads would deliver coal to the retailer, and thereby save the consumer \$1.50 per ton.

He thought the Trust would prove a benefit instead of a hardship to the consumer.

The increased price of coal here, he thought, was due to competition among middlemen.

"Upon what do you base that statement?" asked Senator McMahon.

"The roads named under one head would reduce the price of coal to \$1.00 per ton, for instance, in five days where it takes a month now, when you have to wait for the coal. The price of coal, don't you see?" replied the witness.

Asked if he was familiar with the New Jersey act legalizing the deal in that State and the necessity for its passage, he replied: "That act is necessary to enable the roads to operate. According to the statutes of New Jersey, it requires the unanimous consent of the stockholders for a road to take a road in that State."

It is impossible to secure the unanimous consent of the stockholders so this act was passed to enable us to buy the stock of the minority holders for what it was worth before the issue."

"In other words it's a freeze out," said a member of the committee.

President J. Rogers Maxwell, of the New Jersey Central Railroad, was the next witness. Gen. McMahon asked him if it was true that he and George F. Baker, President of the First National Bank, had entered the deal of the Delaware, Lackawanna and Western Railroad for the purpose of controlling coal transportation on that road. He answered: "No."

The Delaware, Lackawanna and Western's proportion of all coal carried was 10 or 15 percent.

Mr. Maxwell thought that the combination was not only injurious to traffic, but to the coal mines of the State.

President McLeod said he had an important amendment to make to his testimony. "I desire to say," he said, "that there never was any deal between the roads named in this case. The officers of the roads named did not know anything about a combination until the day after yesterday."

"You kept that knowledge from them?"

"I did."

President George F. Baker was called next. He said the reason he entered the Delaware, Lackawanna and Western directors was because he had stock in the company. He did not want to crowd out Russell Sage or Sidney Dillon, who were in the same line of business, and that of President Maxwell was his decision, and that of President Maxwell was his decision.

"Did you know of the coal combination at that time?" asked Senator Erwin.

"I did, but my opinion as a director has nothing to do with it."

"You are also a director of the Jersey Central?"

"Yes."

WENT CRAZY AT THE PLAZA.

Jacob Livingston Taken from the Hotel a Raving Maniac.

He is worth \$40,000, and was committed to Bellevue Pavilion.

Jacob Livingston, his wife, Margaret, and son Herbert, aged three, lived on the second floor of the flat at 355 West Fifty-fourth street. Because of varying religious views Livingston and his wife have had frequent disputes.

Two weeks ago Dr. Matthew Beattie, of 315 West Fifty-fourth street, notified Capt. McEvoy, of the West Forty-seventh street station, that Livingston was insane, and that the lives of his wife and child were in danger.

A few days previously, he said, he had taken eight stitches in Mrs. Livingston's scalp in consequence of a blow dealt her by her husband with a stove-pipe.

On the same day that the complaint was made Livingston provided himself with a .44-caliber revolver and cartridges, declaring that he would kill both his wife and child, and, in fact, attempted to put his threat into execution when the janitor interfered and disarmed him.

The police, notified by the Children's Society and Morris, of the West Forty-seventh street station, went to the house, but Livingston had fled.

Thursday last, he appeared at the Plaza Hotel, and was taken to Bellevue Pavilion, where he was on foot and then men were following him to his room.

He was extremely obstreperous; the bartender attempted to eject him. Unable to do this, he called on Manager Henry Ryan, who was in the hotel, and who was endeavoring to secure an absolute monopoly of the sugar trade. Exactly how this thing is working is shown by the fact that Livingston's stock in the company was quoted at an advance of 1-10 a share of a cent per pound for hard goods, and that Livingston's stock in the company was quoted at an advance of 1-10 a share of a cent per pound for hard goods.

The great crowds at the Stock Exchange at the opening were in the hands of a panic. Livingston's stock in the company was quoted at an advance of 1-10 a share of a cent per pound for hard goods.

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STOCK REPORTS.

Coal and Sugar Trust News Sets the Share Market to Booming.

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Bank Statement Shows a Loss of Over \$5,000,000 in Surplus Reserve.

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The former company was in a position to endeavor to secure an absolute monopoly of the sugar trade. Exactly how this thing is working is shown by the fact that Livingston's stock in the company was quoted at an advance of 1-10 a share of a cent per pound for hard goods.

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"This accident would not have happened if Courtney had turned in the valve, instead of beginning to think with the valve. After the accident Harrington made a complete examination of the boiler and found it all right, and a certificate to that effect was issued."

"I had heard nothing about the matter until this morning, when I saw a man over the fence and found the lower tube badly injured. They were putting in a new boiler. No report has been received from the office of a faulty boiler."

After Courtney was taken to a coal yard, Harrington was called. He saw the much water escape and burned the boiler with a gas torch. The whole trouble arose from Courtney's failure to keep his safety-valve closed.

Harrington corroborated all that was said by Mr. Mullin.

Courtney's friends, however, claim that Harrington should have made clear that the boiler was in condition for inspection before he allowed the engineer to tamper with the safety valve.

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